INVITE SECRETARY LANSING. Psi Upsilon Alumni Ask Him to Attend Smoker.

Secretary Lansing of the State De partment has been invited as the guest of honor at the first smoker of the sea-son of the Alumni Association of the Psi Upsilon Fraternity, to be held Tuesday evening at the University Club. Officers are to be elected for the

year. Present officers of the organiza-tion are Francis G. Newlands, presi-dent; Rev. G. H. McGrew, vice presi-dent; Case B. Rafter, second vice presi-dent; Dumont Beerbower, secretary; Robert C. Watson, treasurer.

Appropriately Named.

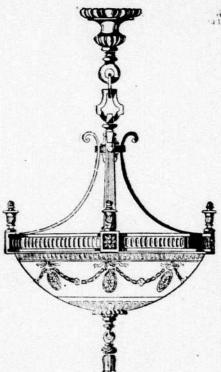
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### **ELECTRIC ENGINES AS FIRE FIGHTERS**

Commendation of Motorized Vehicles by Chiefs of Departments in Cities.

**ECONOMY OF EQUIPMENT** ALLEGED IN ITS FAVOR

Cost of the System Compared With That of the Old

Ever since the first fire department was organized in ancient Rome, countries have vied with one another in the development of efficient fire-controlling apparatus, endeavoring to make fire the "servant" of man rather than the "scourge" of main. One of the greatest problems has been the propulsion of fire apparatus, and at present the greatest effort is being made to develop motor-propelled appliances. It is interesting to follow the development of fire-fighting from the early period when the "bucket brigade" was the most efficient means of combating the enemy. The hand engine and man-pulled hose carriage were considered marvels of efficiency in their day, but it is with a mixture of curiosity and amusement that we now look upon apamusement that we now look upon apparatus relegated to the glass cases and rusty environs of museums. In 1875, shortly after the period of the great fires which devastated some of our cities, a new movement sprang up which heralded the modern building era and modern fire-controlling appliances. At this time steam engines came into general use. The inclusion of fire fighting among the scientific problems of the day as one worthy of serious consideration dates from modern times, and hence the many improvements which have been introduced into its practice are all of such recent origin that even now they are only just emerging from an embyronic stage.

half. The balance includes minor parts, labor and decorating, for the engine has taken part in two street parades. Adding depreciation and the lost of charging, operation of this engine has cost the city just \$1,370.03.

"The cost of motive power for this type of engine, but with horses do fa storage battery, is \$1,469.06 to years. These figures are based e records of two companies which arily respond to about the same er of calls as 217. The sum insequence of the companies which at 10 to the same and stable equipment, which at 10 ness and stable equipment, which at 10 per cent is \$105.98 a year. Feed, shoes and veterinary service for three horses and veterinary service for three horses cost \$516.86, while the repairs vary. As a rule, better service costs more money. In this case the fire department not only has a better piece of apparatus, but one on which it is saving money. The economy claim is supported by the records of the department; the claim of superiority is based on the actual performance of the engine. In the case of fire-fighting this is rated principally by the speed in getting to the blaze. To begin with, the engine saves time in getting out of the house, for there are no horses to harness (incidentally the passing of the horse has done away with the stalls, and the space thus saved is utilized for garaging the car of one of the department chaplains). With no time lost in harnessing and with the greater speed through the streets and a wider range of operation, No. 217 is often the first

and with the greater speed hrough the streets and a wider range of operation, No. 217 is often the first ingine at hydrants to which in the lays of the horses it was due third." The experience of Philadelphia with electric fire apparatus has been most successful. Two years ago the first step was taken and Engine No. 20, a first-class steam fire engine weighing 19,500 pounds, horse drawn, was equipped with an attached two-wheel storage battery tractor. The excellent performance of Engine No. 29 during the tests made in the congested traffic zone induced the bureau to convert two smaller class steam fire engines, horse-drawn, to battery tractors also the two horse-drawn, high-pressure hose wagons to storage battery apparatus. In addition to these five pieces of electric apparatus the city of Philadelphia has recently ordered two combination hose and chemical wagons and one sixty-five-foot aerial truck to be storage battery driven. This re-order should be especially gratifying storage battery driven. This re er should be especially gratifying the manufacturer as showing that lectric has proved satisfactor; high-speed conditions. In a reon electric fire apparatus given by Mechanician George S. Walke e the Electric Vehicle Associatio convention last year some very inter-esting tests were described in which the electric excelled all the specifica-tions demanded. In one performance of a fire engine, equipped with electric

tractor a distance of four miles was covered in eleven minutes, while the distance consumed thirty minute with horse-drawn apparatus.

Chief's View of Test. Chief Walker says of this perform-"This test was made to corrobo rate our belief in the battery tractor territory traversed is well aware that it is no easy going. Along that route there are many hills and one extremely there are many hills and one extremely sharp dangerous curve, and the time made on that run, eleven minutes, stands today as record time not excelled by any fire apparatus of any make, weighing very nearly six tons, over the same route \* \* \* The facts presented to me after over a year's experience are so satisfactory and the results so gratifying that I unhesitatingly say that for use in the congested traffic zone and the close adjacent territory thereto, of any large city similarly situated as is Philadelphia the storage battery tractor is the very best method of propulsion for fire ap-

# paratus that is presented by any present day methods, and I sincerely wish that the bureau will be able in the near future to receive the necessary funds, that the present small number of motor apparatus may be so augmented that our city will possess the requisite number of apparatus that modern methods demand of the department of public safety."

safety."

No more convincing proof of the superiority of the electric fire apparatus could be obtained than in a letter from Chief Engineer W. H. Daggett of Springfield, Mass., in which he states that the actual use in the service of the department has shown one of the chief advantages of battery-driven apparatus to be absolute positiveness in ratus to be absolute positiveness in starting.

Never Fail to Start Promptly.

"The pieces we have here," he states, have never failed to start instantly, and our experience with them has been such as to inspire a feeling of confidence that they are sure to start when

"In other words, I estimate \$200 per year as the cost of maintenance of a battery-driven aerial ladder truck of such size and capacity as was formerly drawn to fires by three horses."

When it is considered that the maintenance and upkeep of three horses varies from \$500 to \$600 per year, it is evident why Chief Daggett is so enthusiastic in his report of the electric apparatus.

"We ought to give the chauffeur a tip," one of our party said after a three-day ride in an army motor near Paris. Another—an older and more cautious member—made a few inquiries. Then he brought in an adverse report.

"I wouldn't give him anything," said this member. "For one thing, he has more money than all of us nut togeth."

Experience of Other Cities.

First Storage Battery Engine.

The first storage battery fire engine in this country came into existence in 1912, when engine 217 of the New York fire department was converted into an electrically propelled apparatus. The Edison Monthly gives an interesting account of its history and operation:

"The early history of 217 is well known. The engine, originally a horsedrawn steamer of the largest size, was converted to the motor type by the removal of its forward running gear and the substitution of two couple gear.

Examination:

As in other departments where the horse is being superseded by self-propelled vehicles, it will not be long before every fire departmnt of any size will be entirely motorized.

It is now a question which will prove the more efficient means of propulsion, petrol or the storage battery. It is an established fact that the electric vehicle is more economical to run than a gasoline car. Without a doubt the gasoline vehicle has its own sphere, and, as Chief Avery of Worcester. Mass., states, its use in suburban districts will not be superseded, but for the exacting work in the congested and business centers "the electric vehicle," he states, "will be the future machine for fire fighting."

Economy of Operation.

drawn steamer of the largest size, was converted to the motor type by the removal of its forward running gear and the substitution of two couple gear freight wheels, a storage battery and the necessary steering and controlling devices. This conversion cost \$4,000, and it gave to the city an engine that would have cost not less than \$10,000 had new apparatus been purchased—in other words, a dependable steam pumping engine was continued in service with added speed and greater radius of operation.

"With the exception of battery remewals and replacement of minor parts, it stands today just as it did when it went in service, April 24, 1912. The bills from repairs and renewals during the for repairs and renewals during the for battery remains for battery remains a recovery of the storage battery in the marking of all movements. In addition, these motors are revolved by electric magnetism and not by destructive explosive forces. The electric car has less than one-half the total parts required with a gasoline car. The life of the storage battery in this parts required with a gasoline car. The life of the storage battery in this one renewal. This with our militia, but only if the with our militia, but only if the with our militia, but only if the were friends. In this case the strangers. wearing of all movements. In addition, these motors are revolved by electric magnetism and not by destructive explosive forces. The electric car has less than one-half the total parts required with a gasoline car. The life of the storage battery in this class of service is estimated at upward of five years with one renewal. This estimation is given by Chief Daggett of Springfield, who has had considerable experience with electric fire apparatus. As for reliability, many of the above statements of various fire chiefs bear witness to the absolute dependability of the electric. Its ease of operation and promptness of action arouse utter confidence in it. "The battery tractor has the advantage of the gasoline apparatus," states Chief Walker, "in answering alarms, due to the fact that it is simply necessary for the driver to get on the seat, throw on his controller and it is under headway in less time than is taken to crank the motor. It eliminates the characteristic ignition and carburetor troubles in starting the motor in cold weather, and the attendant radiator troubles of freezing and leaking."

Another characteristic of the electric. Six months later he would be any such dern thing," said the banker private, indignantly. "Why, Jim, you talk like a fool. That's dangerous tracks and the action arouse of the electric. Six months later he would have a sample banker private, indignantly. "Why, Jim, you talk like a fool. That's dangerous tracks and the action arouse of the electric six months in the field. War's hard training makes specified in the private in one of the Ohio regiments which took part in our little Porto Rican campaign of some years and the action and carburetor troubles of freezing and leaking."

Another characteristic of the electric six months and officer tho heel with treat and military Order and officer who were the Military Order and offi

nd leaking."
Another characteristic of the electric Another characteristic of the electric fire apparatus which should commend itself to the heads of fire departments is its absolute cleanliness. The electric does away with the offensive odors of horses and the customary litter, dirt and flies, allows more room in the station, eliminates all odors of gasoline and oil, reduces the element of fire, which is characteristic of gasoline equipment. As there is comparatively no grease it is much easier to keep the apparatus clean and of good appearance, all of which adds very greatly to the sanitation of the station.

Although fire apparatus usually has the right of way there are times when it has to be held up on account of congested traffic, or for other reasons. At such times as these the simplicity of the electric becomes all the more apparent. The quick, positive control is a big factor in operating ponderous machines in crowded city streets. The electric stops instantly, and in starting there is no delay in acquiring momentum again, there being no time lost in

there is no delay in acquiring momen-tum again, there being no time lost in gear shifting. This positiveness of con-trol plays a great part in the safety element of the electric, which is one of

# PERIOD OF DISPLAY

(Continued from First Page.)

ning to give a holiday air to the week

Committees in Charge. The local arrangements for the celeration are in charge of the following ommittees:

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# ONE AT THE FRONT

Love of France Makes Brothers in the Army of All Kinds of Soldiers.

PRIVATE AND OFFICER ON FRIENDLY TERMS

Gen. Joffre Tells One Regiment "You're Here to Die." and It Charges Through Enemy Line.

BY HERBERT COREY.

PARIS, October 30 .- It is a commo saying that the French army is the first watches it in operation one is struck by the fact. After a little one

more money than all of us put together. For another, he is a count."

era and modern fire-controlling appliances. At this time steam engines came into general use. The inclusion of fire fighting among the scientific problems of the day as one worthy of serious consideration dates from modern times, and hence the many limprovements which have been introduced into its practice are all of such editions that even now they are only just emerging from an embyronic stage.

It is with considerable interest that fire chiefs throughout the country are watching the results and performance of electrically propelled fire trucks and engines in the cities where they have been adopted. The very many obstacles that present themselves in the changing of horse-drawn to motorized apparatus of a large fire department are such that the utmost care must be used to secure that method of propulsion for apparatus that will give speed, reliability, and efficiency, gother with ease and economy of operation. In these points the advantage of the electric over other methods of propulsion is fast establishing itself.

First Storage Battery Engine. Universal service does it. The Ameri-

conceded the point. When the other fellow had gone away the colonel be

came curious. "Who was that fellow?" he asked. "Sergt. Hedamon," was the answer

It happens that Sergt. Jules Hedame s the foreign editor of Le Matin when he is at home. He is accustomed to reat presidents and prime ministers intimately. Not long ago he interviewed President Wilson. It did not

"Because You Are Cowards." "You're here to die," he is said to have told one regiment, "because you are cowards. You can take your choice of lying on the bayonets of the enemy or on the bayonets of your comrades, who are drawn up behind you."

They went through the German lines like a knife through butter. It was simply that they had not realized what war is. That is one of the best regiments of the army today. Joffre had not time to do as another French gen-Two green regiments had melted before is eyes the moment they came under fire. They had been rushed straight from the train to the firing line. When he third regiment came he placed it on

"Watch your comrades until 2 o'clock," he said. "They are fighting like men. Then tell me whether you will go into the battle or back to your At noon a delegation from that regi-

At noon a delegation from that regiment was clamoring with tears for permission to go into the fight. They had had time to get over the first assault to the nerves and to feel the anger of men who were watching their fellows die. They were veterans when they went into the fight that day and they have been veterans ever since. The French leader is often inspired. The discipline he enforces is as effective as that in any other army in the world, but he secures it by psychological means. His men would not endure the whip-and-guardhouse method. "Our army democracy moves from below upward as well as from the top down," said one officer.

He explained his meaning. In peace time there is often to be observed a sullen and hostile attitude on the part of the bouregoise toward the aristocrat. sullen and hostile attitude on the part of the bouregoise toward the aristocrat. The duke is almost certain to say "Bon jour, Jacques," to the village butcher when they meet at the gateway of the chateau. If the butcher serves the duke he will take off his cap, as becomes a good business man. If he does not he is apt to nod grumpily. One feels an air of insolence on the part of the small shopkeeper very often. He will not demean himself by courtesy to any one he suspects of feeling himself of a higher caste. At the beginning of the war that feeling was observable in the

ranks. It dates back, perhaps, to the Jacqueries of hundreds of years ago. "Now," said the officer, "the village butcher salutes very cheerfully the captain who is a prince by blood."

The Prince and the Jeweler. It works the other way, too. I saw a staff captain, a prince of one of the proudest houses of Europe, talk on

nost friendly terms with a lieutenant of chasseurs. Their apparent comradeship made me ask a question. The ship made me ask a question. The lieutenant, it appeared, is a dealer in silverware when he is at home. He serves the prince's own house. In America a silverware merchant would be quite as good as a prince. Over here it is different. Merchants belong to the merchant caste, whether they sell salt or diamonds, in the eyes of the purple-born aristocrat.

"I thought you were to leave the hospital last week," an officer said to another.

mother.
"My orderly would not let me," was

another.

"My orderly would not let me," was the reply. It was true. The orderly thought the captain had not sufficiently recovered his strength, and made so much fuss about it that the officer was permitted to remain in hospital for some days longer. In the Vosges I asked a question of the commanding officer at a regimental headquarters. When he replied—

"Pardon, my colonel," said a private nearby. The private and the colonel discussed the point for a moment and then the colonel turned to acknowledge the private was right. He felt no humiliation that he had been corrected by a man who knew more of this particular matter than he did. The difference in rank did not occur to either as a reason for the private standing still and permitting an error to go uncorrected.

This is not a perfect system, of

so naturally and unaffectedly democratic that the condition seems natural. One would as readily feel surprised that the infantryman wears a buckle on his belt.

"We ought to give the chauffeur a tip," one of our party said after a three-day ride in an army motor near Paris. Another—an older and more cautious member—made a few inquiries. Then he brought in an adverse report.

standing still and permitting an error to go uncorrected.

This is not a perfect system, of course. Few systems are. But it arouses one's admiration. No soldier obeys his orders more generously and quickly than does the Frenchman, and he carries them out to the letter, so far as I have been able to observe. If he is not as rigid as the English or German soldier he is quite as obedient. But he is very apt to address his officer as "my little captain," while that individual in emotional moments has been known to call his man "mon vieux" been known to call his man
—which means "my old."

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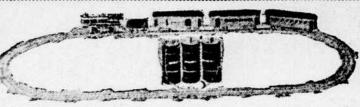
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